United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: _Swan River Bridge_____
Other names/site number: _Bridge Street Bridge/24FH0743_____
Name of related multiple property listing**:**
__Montana's Historic Steel Truss Bridges_____
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: __Bridge Street_____
City or town: __Bigfork_____ State: __MT_____ County: _Flathead_____

Not For Publication: N/A Vicinity: X

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide _x_local
Applicable National Register Criteria:

_X_A ___B _X_C ___D

Signature of certifying official/Title: **Date** **State or Federal agency/bureau or Tribal Government**
In my opinion, the property ___ meets ___ does not meet the National Register criteria. **Signature of commenting official:** **Date** **Title :** **State or Federal agency/bureau or Tribal Government**

Swan River Bridge | Flathead, Montana
Name of Property | County and State

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

_____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☒
Public – State	☐
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	☒
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register 11

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6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION: Road-related (vehicular): bridge

Current Functions
(Enter categories from instructions.)
TRANSPORTATION: Road-related (vehicular): bridge

7. Description

Architectural Classification
(Enter categories from instructions.)
_OTHER: steel truss bridge

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _Steel, Wood, Concrete_

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Swan River Bridge sits within the town of Bigfork where the Swan River empties into Flathead Lake in northwestern Montana. Flathead Lake and the Mission Mountain Range dominate the geography of the area. The west entrance to Glacier National Park lies about 37 miles north of the community and the county seat, Kalispell, approximately 15 miles northwest of Bigfork. The bridge is situated on Bridge Street, about 300 feet west of the Bigfork Dam powerhouse, and oriented southwest to northeast along the tangent of the street. Modern residential development, primarily condominiums surround the bridge. Bigfork's commercial district is located about 700 feet north of the bridge on Electric Avenue.

The Swan River Bridge is a one-span steel pin-connected Pratt through truss structure that measures 120 feet in length and 16 feet wide. The bridge rests on concrete abutments. The structure retains good integrity and is a typical simple pin-connected Pratt through truss. It represents a good example of the type of steel truss bridges built by the state's counties before the Montana State Highway Commission standardized riveted steel truss bridge designs in 1915.

Narrative Description

The Swan River Bridge is a one-span, pin-connected steel Pratt through truss structure. It measures 120 feet in length and 16 feet wide with a roadway width of 15 feet. The bridge ends bear on concrete abutments that extend beyond the width of the bridge's superstructure. The lower chords and hip verticals of the bridge are paired eyebars. The upper chords consist of continuous steel plates riveted to the top flanges of steel channel sections; batten plates are riveted to the lower flanges of the channel sections. Paired laced channel sections serve as the truss's vertical members and the diagonal members are eyebars with turnbuckles. The portal braces are angle sections and the top lateral braces are eyebars. The top struts consist of laced angle sections braced at the verticals with steel angle sections. The steel pin-connections occur where the vertical members attach to the upper chords.

Eight lines of steel I-beam stringers resting on top of six steel I-beam floor beams support the wood plank deck. The floor beams are riveted to the superstructure except at the hip verticals where they're suspended by U-bolts. The bottom lateral braces are eyebars. The original steel angle section guardrails still flank the deck, but were supplemented with steel W-type guardrails bolted to the vertical members of the bridge. Flathead County added the recent guardrails sometime after 1981.

A sidewalk connects to the southeast side of the bridge. The sidewalk features a wood plank deck and a metal pipe guardrail mounted on vertical steel I-beams. The sidewalk is supported by aluminum box beams attached to the bridge's floor beams. A steel channel section welded to the southeast side of the trusses that anchors a steel frame also supports the sidewalk. The sidewalk was not originally part of the bridge and its age is unknown.

Integrity

The bridge retains a high degree of integrity. It is representative of the type of steel pin-connected Pratt through truss bridges built in large numbers across Montana between 1888 and 1915. All of the bridge's basic structural components remain intact and mostly unchanged, merely displaying weathering from the past century. The bridge's integrity of design has been somewhat diminished by the addition of a sidewalk at an undetermined date and the addition of steel ribbon guardrails in the late twentieth century. The sidewalk, however, is not intrusive and is built of materials similar in appearance to that of the bridge itself. Though lacking documentation, the sidewalk may be more than 50 years old. The original guardrails are still present on the structure and the non-historic W-type guardrails are removable. The setting has been diminished by the encroachment of modern residential properties. The original road alignment, however, remains intact as does the bridge's association with the nearby Bigfork Dam powerhouse. The bridge retains integrity of materials, feeling, and association with Flathead County's early efforts to provide modern infrastructure to its residents when Bigfork expanded as a result of improvements made to the dam and powerhouse.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Engineering
Transportation

Period of Significance
1911-1965

Significant Dates
1911

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
American Bridge Company/Designer
A. Y. Bayne and Company/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Bigfork Bridge is eligible for listing in the National Register of Historic Places under criteria A and C at a local level of significance. Under Criterion A, the bridge was built during a period in Flathead County's history when it struggled to provide modern infrastructure to its residents during the height of the Homestead Boom between 1909 and 1918, and when the logging industry dominated the region's economy. The bridge is also associated with improvements

made to the nearby Bigfork Dam and powerhouse. It stands as both the oldest steel truss and the only pin-connected Pratt through truss remaining in Flathead County. Under Criteria C, the bridge is a good example of a steel pin-connected Pratt through truss structure built during a period when this type of steel bridge dominated county bridge construction in Montana. The bridge is typical of the many Pratt trusses built in the state between 1888 and 1915, when the Montana State Highway Commission standardized steel truss designs. The bridge retains good integrity and retains all of its original structural components in their original configuration.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Swan River Bridge at Bigfork is eligible for listing in the National Register of Historic Places under Criterion A for its association with the development of the town of Bigfork and Flathead County in the second decade of the twentieth century, a period related to the expansion of Flathead County's infrastructure necessary to accommodate the influx of new residents during the Homestead Boom of 1909-1918, and the concurrent expansion of the logging industry in northwest Montana. The boom brought thousands of new residents to the Treasure State and county governments aggressively sought ways to accommodate their increased transportation needs. Consequently, Montana's counties, including Flathead County, launched ambitious programs to provide good roads and modern bridges to their constituents. The bridge also illustrates the practice utilized by Montana counties, common between 1888 and 1915, to build substantial bridges—hiring a private bridge construction company to build the structure.

Flathead County was once the home to at least nine steel truss bridges constructed between 1894 and 1935.[1] Five of those trusses were pin-connected Pratt through trusses. The Swan River Bridge is the last of this once common bridge type remaining in the county. Attrition since 1980 has resulted in the demolition of all but three truss structures in the county. The Flathead River Bridge at Columbia Falls (NR# 10000183) was listed in the National Register of Historic Places in 2010 and the National Register-eligible Swift Creek Bridge (24FH0464) is a small riveted Pony truss bridge built in 1935. Of these three remaining truss bridges left in Flathead County, the Swan River Bridge is the oldest steel truss, and the only pin-connected Pratt through truss remaining.

Under Criteria C, the Swan River Bridge stands as an excellent example of a simple pin-connected Pratt through truss structure. The design of the structure contains all the elements common to pin-connected through truss bridges built in Montana from about 1888 until 1915 when the State Highway Commission standardized bridge designs in Montana. These include paired eyebar lower chords and hip verticals, eyebar diagonals and counters, and angle section bottom lateral braces. The upper chords are also standard to pin-connected bridges built during this period. The pin-connections remain intact and integral to the function of the bridge.

Pratt trusses represent the most common type of truss bridge built by the counties between 1888 and 1915 and were ideal for relatively narrow river crossings like the Swan River at Bigfork. All of the structural components standard to the type are present and have not been modified or

[1] Fred Quivik. Montana Historic Bridge Inventory, Group I – III Bridges. Inventory prepared for the Montana Department of Highways, 1980.

altered. It stands as a good local representative example of the truss type. The only modifications made to the bridge include the addition of an attached sidewalk at an undetermined date, and the installation of modern steel guardrails to supplement the original rails (which remain intact). The sidewalk features similar construction materials. Although the sidewalk and modern guardrails represent a decrease in integrity, the modifications are not sufficient to disqualify the bridge from listing in the National Register of Historic Places.

Engineering Significance

From 1888 to 1915, pin-connections were standard to steel truss bridges built in Montana. The pin connections streamlined the fabrication process for eastern bridge manufacturers and simplified the on-site erection process. The bridges arrived at construction sites as, essentially, a very large steel model kit that had already been manufactured to the conditions of the crossing location. Indeed, the majority of the construction time involved for the erection of these types of bridges involved the setting of the concrete foundation, not the actual assembly of the structural steel. The construction of this type of bridge followed a specific pattern: the counties awarded a contract to one of the myriad of private bridge companies operating in Montana during the late nineteenth and early twentieth centuries. The company, in turn, ordered a steel bridge to the county's specifications from one of the steel bridge manufacturing companies, in this case the American Bridge Company. That company fabricated the bridge to the specifications developed by the County Surveyor, assembled it in the factory, dissembled it, and shipped it to the bridge site where it was erected by the bridge firm hired by the county. Pin-connections facilitated the process and made the construction of substantial steel bridges a common and relatively inexpensive undertaking for Montana counties before 1915. Beginning in 1915, the Montana State Highway Commission changed the process to include its oversight of the bidding process and provide standard designs that replaced pin-connected Pratt trusses with riveted Warren truss bridges. The Swan River Bridge at Bigfork is representative of the process between 1888 and 1915 and is a good example of a pin-connected Pratt through truss bridge.

History

In 1887, Telephase J. Demers established a small settlement, called Demersville, near the mouth of the Flathead River about two miles northwest of the future site of Bigfork. By 1891, Demersville became the primary trading center in the valley and also served as a steamboat port for Flathead Lake. The 1880 census showed only 27 Euro-Americans living in the upper Flathead Valley; by 1890, that number rose to 3,000 individuals, half of whom lived at Demersville. Demersville functioned as the hub for a number of smaller surrounding communities, including several ferry crossings, that served the farmers, ranchers, and loggers in the area. On the eve of the arrival of the railroad in 1891, Demersville sat as the most important community in the region with a population of 1,500. Within just a few years, however, the once-thriving town all but disappeared, replaced by Kalispell as the economic center of the upper Flathead Valley. The arrival of the Great Northern Railway in 1892 directly led to the

establishment of Kalispell and the demise of Demersville. Kalispell was the railroad's division point and a local shipping point for area farmers, loggers, and ranchers.[2]

Settlement in the Bigfork area began in 1892 when Everit Sliter filed on a 160 acre homestead tract west of the bridge. He "proved up" on the property in May 1895 and began acquiring additional land from his neighbors, including George Lakin, building up an estate of 560 acres "beautifully located at the head of Flathead Lake." Born in Vicksburg, Michigan in 1866, Sliter arrived in Montana from Nebraska in 1887 or 1888. For a time he worked as a carpenter on the Montana Central Railroad as it extended its line south from Helena to Butte in 1888. While on a hunting and fishing trip to the head of Flathead Lake in 1889, Sliter purchased 139 acres from William Ramsdell for $1,380. Shortly after his arrival in the valley, he planted 500 apple, plum, cherry, and pear trees on his land, increasing that number to 1,500 by 1894. In 1897, Sliter leased the land and buildings (including a steam launch) on Flathead Lake belonging to the Helena Road and Gun Club for a period of six years.[3]

A true entrepreneur with a vision for that area, Sliter built a 15-room hotel and general store on his property at the existing site of Bigfork. He convinced the federal government to establish a post office at Bigfork in 1901 and served as the settlement's first postmaster. Importantly, in May 1902, he filed the plat for the Bigfork townsite at the Flathead County Courthouse in Kalispell. The original townsite encompassed eleven blocks and 94 lots. He enlarged the community by platting the first addition to Bigfork in 1903. It is unclear, however, how rapidly the community grew after Sliter platted it. A circa 1902 photograph in Elwood's *Kalispell and the Upper Flathead Valley* shows a clearing recently hacked out of the forest. A spattering of residences and Sliter's hotel and general store are plainly visible in the photograph as is his farmhouse and orchard. Significantly, a timber Howe through truss is shown at the existing location of the Bigfork Bridge.[4]

The incentive for the development of Bigfork began in 1901 when a group of Kalispell businessmen, headed by Frank Tinkle, a mill owner, constructed a dam and powerhouse near where the Swan River emptied into Flathead Lake at Bigfork. The hydroelectric plant was operated by the Bigfork Light and Power Company to provide electricity to Kalispell until 1906 when the Flathead Valley Water Power Company purchased the facility at a cost of around $250,000. The company expanded the operation around 1906 when it built a new powerhouse

[2] Kathryn L. McKay, *Looking Back: A Pictorial History of the Flathead Valley, Montana*, (Kalispell: Northwest Valley Historical Society, 1997), 18, 21; Henry Elwood, *Kalispell, Montana and the Upper Flathead Valley*, (Kalispell: Thomas Printing Co., 1989), 8, 13; Kathryn L. McKay, *Montana Main Streets: A Guide to Historic Kalispell, Montana*, (Helena: Montana Historical Society Press, 2000), 8-9; Don Spritzer, *Roadside History of Montana*, (Missoula: Mountain Press, 1999), 157-158; *Flathead Facts: Descriptive of the Resources of Missoula County*, (Missoula: Missoula Publishing Company, 1890), 3, 11-12.

[3] Montana Land Tract Books; *Progressive Men of the State of Montana*, (Chicago: A. W. Bowen & Co., 1902), 1427-28; Elwood, *Kalispell, Montana*, 197; GLO Land Records at www.glorecords.blm.gov; U.S. Census Records at www.ancestry.com; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing Co., 1990), 21; *Montana Place Names from Alzada to Zortman: A Montana Historical Society Guidebook*, (Helena: Montana Historical Society Press, 2009), 21.

[4] Elwood, *Kalispell, Montana*, 197; *Progressive Men*, 1427-28.

(24FH0450) and installed a 33,000-volt transmission line to Kalispell. Evidence suggests that electricity generated at Bigfork was also transmitted to Polson by about 1910.[5]

Along with the expansion of the hydroelectric facility, the town of Bigfork also grew. An item in the February 21, 1909 *Daily Missoulian* reported that:

> Following the appearance of a surveying party on the east shore of [Flathead] lake, the people of the lower valley and of the town of Bigfork are almost jubilant. Farm values are soaring upward at this first word and it is reported that a business lot in the "Electric City" sold this week for $450, which is quite on the order of "going some" for Bigfork.

By 1916, Bigfork had grown substantially with a population of 200 people and a business district that included a bank (the only brick building in town), hotel, dancehall, two general stores, a saloon, drug store, and combination barber shop and billiard parlor. The expansion of the hydroelectric facility and the concomitant growth of the town manifested itself with the construction of the existing Bigfork Bridge.[6]

The presence of the hydroelectric plant, the town's location at the northeast side of Flathead Lake, and the timber industry contributed to the stability of the community during the pre-World War II years. The completion of a direct route between Bigfork and Polson along the east side of the lake in 1913 also had a long term impact by easing access to the area for motorists and recreationalists. By 1927, the town's population grew to 250 people with an auto garage and movie theater added to the business district. In 1939, the Federal Writers' Project described the community as a "huddle of little gray houses in a hollow just below a dam and powerhouse that supplies electricity to Kalispell and much of Flathead County." At the end of World War II, however, Bigfork was poised to expand into a significant recreation destination.[7]

In 1939, Bigfork claimed a population of 250, mostly engaged in the agriculture and logging industries. The post-World War II economic boom, however, put thousands of Americans in new automobiles in numbers never experienced before in the United States. The economic boom meant that Americans had more money to spend on travel and vacations. Bigfork's proximity to Flathead Lake, Glacier National Park, and the Seeley-Swan Valley placed it in an enviable position to take advantage of the new age of automobile tourism. Consequently, the community expanded to include motels, restaurants, and other amenities that appealed to vacationers and recreationalists. Founded in 1959, the nationally acclaimed Bigfork Summer Playhouse catered especially to visitors in the area as well as local residents. Bigfork's population has steadily risen since 1950. In addition to the tourist industry, Bigfork has remained an important trading area for local residents and industries. The town has grown to encompass the Swan River

[5] By 1916, the dam and powerhouse was operated by the Idaho-Montana Power Transmission Company. Operation shifted to the Mountain States Power Company in 1927. The dam was owned by the Pacific Northwest Power Company in 1954 and is now operated by PacifiCorp. Elwood, *Kalispell, Montana*, 198; Sanborn Fire Insurance Maps, 1916, 1927; Montana Business Entity Search at https://app.mt.gov/bes/; Cecil H. Kirk, *A History of Montana Power Company*, (Pleasant Hill: OR: Donn B. Kirk, 2008), 333.

[6] "News from Kalispell," *The Daily Missoulian*, 21 February 1909; Sanborn Map, 1916.

[7] Sanborn Map, 1927; Federal Writers' Project, *Montana: A State Guide Book*, (Helena: Department of Agriculture, Labor and Industry, 1939), 242.

Bridge, which has become a focal point for residents interested in preserving the town's history and unique character.

The Swan River Bridge

The Flathead County commissioners awarded the A. Y. Bayne & Company of Minneapolis a contract to construct a bridge across the Swan River at Bigfork on June 21, 1911. The cost of the bridge was $4,400. Although the county commissioners awarded the contract in June, it was not until mid-November 1911 that the Bayne Company began construction of the bridge.[8] On November 17th, the Bigfork *Flathead County News* reported that the bridge crew had arrived in Bigfork and the steel for the bridge was being transported to the construction site from the Great Northern Railway's terminus at Somers. The bridge replaced an older timber structure condemned by the county.[9]

Although the newspaper predicted project completion within two months, it was, in fact, not completed until the late spring of 1912. That work on the project was slow was noted by the Flathead County News in late April 1912: "The approaches and railing on the new bridge . . . ought to be put in place as soon as possible in order that the good work may not be passed up for a bum job . . . ." The bridge was completed in May 1912.[10]

A. Y. Bayne and Company

Born in England in 1852, Alexander Y. Bayne began a long career in the bridge construction business in 1884 when he went to work for Minneapolis bridge builders Seth Hewitt and C. P. Jones. By 1887, Bayne worked as manager of the Herzog Manufacturing Company's new bridge department. In 1890, the company reorganized as the Gillette-Herzog Manufacturing Company, a firm that was active in Montana from 1891 to 1901, when it merged with several other bridge companies to form the American Bridge Company. Bayne continued on as the manager of ABC's contracting department until 1902, when he formed his own outfit, A. Y. Bayne and Company.[11] The firm built at least fifteen bridges in Montana between 1906 and 1911, including the Flathead River Bridge (NR# 10000183). In 1913, Bayne formed the Minneapolis Bridge Company with partners William R. Lee and Oliver Mattison. That company constructed the St. Mary River Bridge (24GL186) in Glacier County in 1915. Bayne died in November 1913.[12]

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[8] The American Bridge Company fabricated the bridge based on specifications provided by Flathead County Surveyor Joseph Gibson. Bridge Plans, American Bridge Company Order No. C6920, Minneapolis, Minnesota, 14 September 1911, electronic copy of plans at Bridge Bureau, Montana Department of Transportation, Helena, Montana.

[9] County Commissioners Journals, book D, p. 31; *The* (Bigfork, Mont.) *Flathead County News*, 30 June 1911; "A New Bridge," *Ibid*, 17 November 1911.

[10] *The Flathead County News*, 19 April 1912; County Commissioner Journals, book D, p. 76.

[11] The American Bridge Company designed and fabricated the Swan River Bridge. The original bridge plans are stored at the Flathead County Road Department and an electronic version of the plans is available at the Montana Department of Transportation's Bridge Bureau.

[12] United States Census Records, 1900, 1910; Quivik, *Historic Bridges of Montana*, (Washington DC: National Park Service, 1982), 33, 41; Quivik, "Montana's Minneapolis Bridge Builders, *IA: The Journal of the Society for Industrial Archeology*, Vol. 10, no. 1 (1984), 39, 41-42, 44.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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___. *Montana Main Streets: A Guide to Historic Kalispell*. Helena: Montana Historical Society Press, 2000.

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___. "Montana's Minneapolis Bridge Builders, *IA: The Journal of the Society for Industrial Archeology*, Vol. 10, no. 1 (1984).

Sanborn Fire Insurance Maps, 1916, 1927. Montana Historical Society Research Center. Helena, Montana.

Spritzer, Don. *Roadside History of Montana*. Missoula: Mountain Press Publishing Co., 1999.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
__X_ Other
Name of repository: ___Montana Department of Transportation _

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.0

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 48.059317 Longitude: 114.07275309598016
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 11	Easting:	718099	Northing: 5327039
2. Zone:	Easting:		Northing:
3. Zone:	Easting:		Northing:
4. Zone:	Easting :		Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for the Swan River Bridge measures 120 x 18 feet. The rectangle encompasses the bridge and its approaches on both sides of the Swan River. The boundary is centered on the bridge. The bridge is located in the NE¼ NE¼ SE¼ of Section 36, T27N, R20W.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries for the Swan River Bridge are drawn to encompass the single span of the bridge, its immediate approaches and that portion of the river spanned by the bridge. The width is increased beyond the measurements of the structure to include the abutments.

11. Form Prepared By

name/title: Jon Axline/Historian
organization:
street & number: 448 Parriman Street
city or town: Helena state: MT zip code: 59602
e-mail jaxline@mt.gov
telephone: (406) 442-3959
date: June 8, 2015

Property Owner:
(Complete this item at the request of the SHPO or FPO.)

name Flathead County
street & number 800 South Main Street telephone 406-758-5503
city or town Kalispell state MT zip code 59901

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property:

City or Vicinity:

County: State:

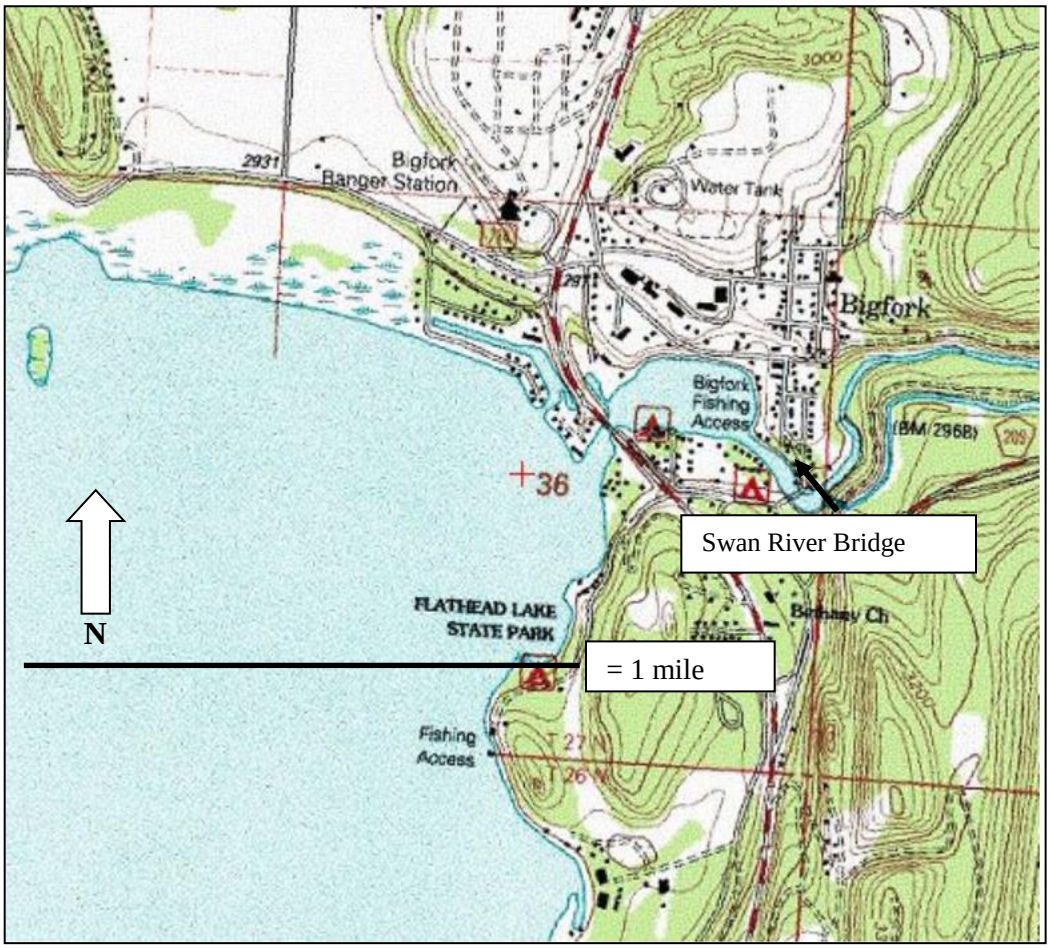
Photographer:

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

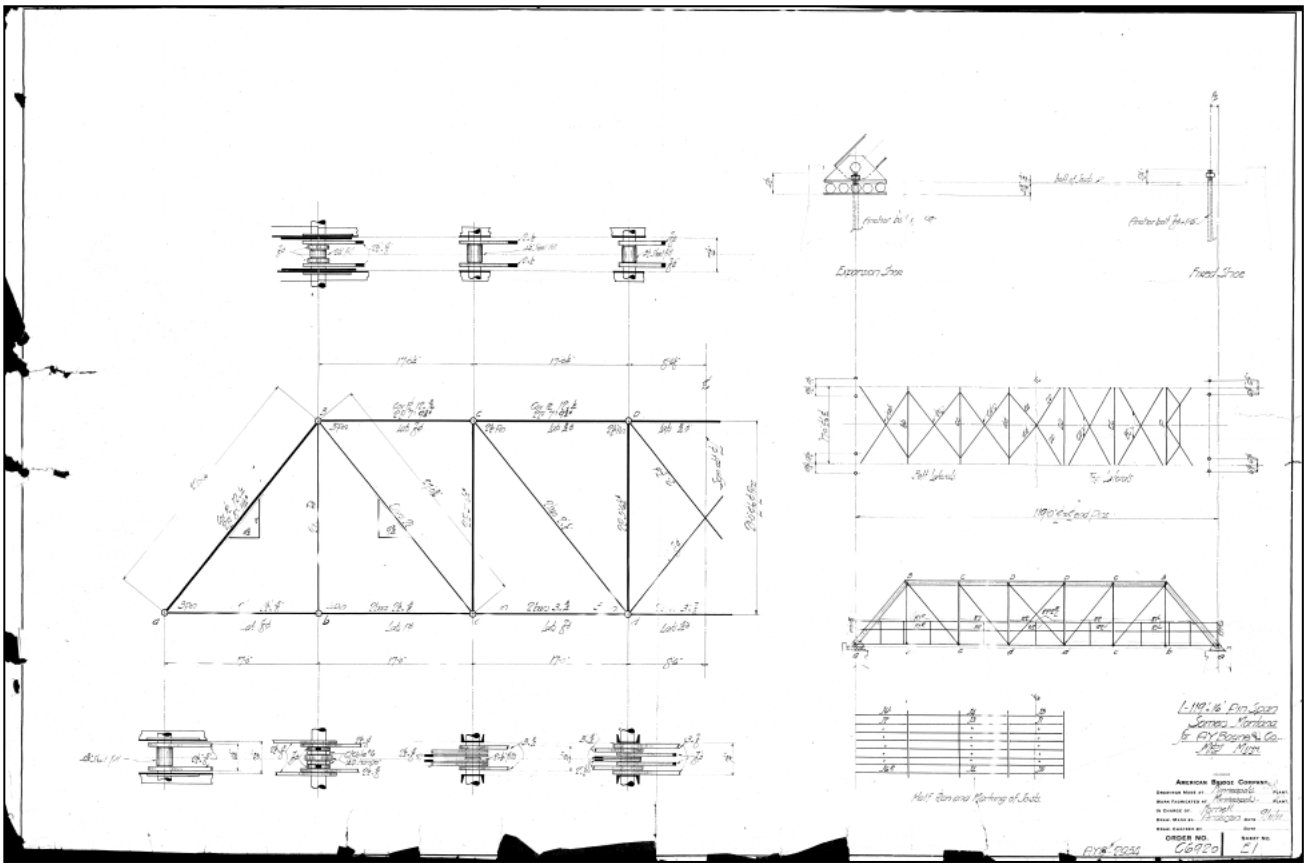
1 of ___.

See Continuation Sheets



Location of the Swan River Bridge. Found on the Bigfork 7.5' USGS Quadrangle Map, (1994). T27N, R20W Section 36.

Aerial View of the Swan River Bridge.



American Bridge Company Plans for the Swan River Bridge. September 10, 1911.

Photograph Log

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Unknown
Date of Photograph: Circa 1945
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana
Description and view of camera: Historic view of bridge. View to the northwest.
Photograph: 0001
MT_FlatheadCounty_Swan River Bridge_0001

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Sally Finneran
Date of Photograph: February 2015
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana.
Description and view of camera: Southeast side of bridge. View to the northwest.
Photograph: 0002
MT_FlatheadCounty_Swan River Bridge_0002

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Sally Finneran
Date of Photograph: February 2015
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana.
Description and view of camera: Northeast portal and northwest side of bridge. View to the southwest.
Photograph: 0003
MT_FlatheadCounty_Swan River Bridge_0003

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Sally Finneran
Date of Photograph: February 2015
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana.
Description and view of camera: Southeast side of the bridge. View to the northeast.
Photograph: 0004
MT_FlatheadCounty_Swan River Bridge_0004

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Sally Finneran
Date of Photograph: February 2015
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana.
Description and view of camera: Southwest portal of bridge. View to the northeast.
Photograph: 0005
MT_FlatheadCounty_Swan River Bridge_0005

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Sally Finneran
Date of Photograph: February 2015
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana.
Description and view of camera: Detail of sidewalk on southeast side of the bridge. View to the northeast.
Photograph: 0006
MT_FlatheadCounty_Swan River Bridge_0006

Name: Swan River Bridge
County and State: Flathead County, Montana
Photographer: Sally Finneran
Date of Photograph: February 2015
Location of original negative: Community Foundation for a Better Bigfork. Bigfork, Montana.
Description and view of camera: Detail of underside of bridge. View to the southwest.
Photograph: 0007
MT_FlatheadCounty_Swan River Bridge_0007

Photo 0001. Historic view of the Swan River Bridge. View to the northwest.

Photo 0002. Southeast side of the bridge. View to the northwest.

Photo 0003. Northeast portal and northwest side of the bridge. View to the southwest.

Photo 0004. Southeast side of the bridge. View to the northeast.

Photo 0005. Southwest portal of the bridge. View to the northeast.

Photo 0006. Detail of sidewalk on southeast side of the bridge. View to the northeast.

Photo 0007. Detail of underside of the bridge. View to the southwest.